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October 10th, 2021

U.S. Department of Transportation, Docket Operations
West Building Ground Floor, Room w12-140
1200 New Jersey Avenue, SE., Washington, DC 20590

ABX Air Inc. requests to extend the use of Exemption 5549 exactly as granted through Airlines for America (A4A) members and be included as ABX Air Inc. in Attachment 1 of the exemption document.

ABX Air has carried Exemption 5549 since 2005 and requests the continuation of its granted relief.

Enclosed, please find a copy of the response letter dated from the Federal Aviation Administration to the Airlines for America (A4A) regarding the petition for extension of Exemption 5549.

ABX Air requests an update to our A005 Operational Specifications to reflect extension of Exemption 5549 and its authorizations.

As stated in the Federal Aviation Administration letter back to the Airlines for America (A4A) it states, "In your petition you indicate there has been no change in the conditions and reasons relative to public interest and safety that were the basis for granting the original exemption."

If there is need for any additional information, please let ABX Air know. I can be reached at e-mail address eddie.crowe@abxair.com or by phone at 937-366-2505.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Eddie Crowe', written over a large, faint, light pink 'X' watermark.

Eddie Crowe
ABX Air Supervisor,
Flight Operations Compliance

January 31, 2019

Exemption No. 55490
Regulatory Docket No. FAA-

2000-8434

Ms. Sophia Ghezai
Director, Safety and Operations
Airlines for America
1275 Pennsylvania Avenue, NW
Washington, DC 20004

Dear Ms. Ghezai:

This letter is to inform you that we have granted your petition to extend Exemption No. 5549, as amended. It is also to inform you that we have revised the conditions and limitations of your exemption. It transmits our decision, explains its basis, and gives you the conditions and limitations of the exemption, including the date it ends.

The Basis for Our Decision

By letter dated September 19, 2018, you petitioned the Federal Aviation Administration (FAA) on behalf of Airlines for America (A4A) for an extension of Exemption No. 5549, as amended. That exemption from § 121.652(a) and (c) of Title 14, Code of Federal Regulations (14 CFR) allows a pilot in command (PIC) of any A4A member air carrier, who is subject to higher landing weather minimum requirements to operate to the normal, lower Category I and Category II minimums under the conditions stipulated.

In your petition, you indicate that there has been no change in the conditions and reasons relative to public interest and safety that were the basis for granting the original exemption.

Our Decision

The FAA has determined that good cause exists for not publishing a summary of the petition in the Federal Register because the requested extension of the exemption would not set a precedent, and any delay in acting on this petition would be detrimental to A4A.

The FAA amended the conditions and limitations to clarify several requirements.

The FAA has determined that the justification for the issuance of Exemption No. 5549, as amended, remains valid with respect to this exemption and is in the public interest. Therefore, under the authority provided by 49 U.S.C. §§ 106 (f), 40113 and 44701, which the FAA Administrator has delegated to me, I grant Airlines for America (A4A) an exemption from 14 CFR § 121.652(a) and (c) to allow a pilot in command (PIC) of any A4A member air carrier, who is subject to higher landing weather minimum requirements to operate to the normal, lower Category I and Category II minimums under the conditions stipulated, subject to the conditions and limitations listed below.

Conditions and Limitations

Each certificate holder using this exemption must comply with § 121.438. No operations may occur pursuant to the relief this exemption provides unless either the pilot in command (PIC) or second in command (SIC) has at least 75 hours of line operating flight time, either as PIC or SIC.

To use either Category I or Category II instrument approach procedure weather minimums under any provisions of this exemption, a certificate holder must receive specific approval from the certificate holder's principal operations inspector to use this exemption for each aircraft type.

To use either Category I or Category II instrument approach procedure weather minimums under any provisions of this exemption, a certificate holder must ensure that its flightcrew training and qualification program includes the following:

suitable low visibility instrument approach, landing, and missed approach scenarios. Such flight training must use the applicable airborne system and appropriate flight simulation training devices for those scenarios. The certificate holder must ensure completion of the training before the certificate holder conducts any operations in accordance with this exemption.

Category I, specific. A certificate holder may authorize a PIC with fewer than 100 hours as PIC in the airplane being operated to use the lowest applicable Category I instrument approach minimums for each instrument approach procedure and particular runway at which the PIC will conduct approaches in accordance with this exemption if each of the following conditions is met:

The PIC, SIC and any other required flightcrew members expected to have knowledge of or perform duties related to Category II or Category III landing operations, have satisfactorily completed training on and are qualified for Category II or Category III, or are trained to an equivalent level with respect to the airborne system use, ground facility use, associated procedures, and any other relevant topics, prior to any operation that occurs under this exemption.

The aircraft and associated airborne systems are eligible for Category I or II for that certificate holder when the certificate holder's approved flightcrew member training curriculum(s) for the specific aircraft incorporates the use of an approach coupler or a heads-up display (HUD) system that provides flight guidance information to decision height.

The flight crew must use the approach coupler or HUD system for the approach to decision height or until initiation of a missed approach.

The flight crew must use appropriate instrument approach procedures for Category II or III, or equivalent instrument approach procedures the Administrator has determined to be acceptable.

The initiation of Category I instrument approach procedures or landings is prohibited when the weather conditions are below 4,000 runway visual range (RVR) (3/4 mile visibility) and the crosswind component exceeds 15 knots combined with a braking action report of less than "good."

Category II, specific. A PIC with fewer than 100 hours as PIC in the airplane being operated in accordance with this exemption may conduct Category II operations in accordance with authorized Operations Specifications if each of the following conditions is met:

For turbojet airplane operations, the PIC has at least 300 hours as PIC or second in command in a turbojet airplane.

For turbopropeller airplane operations, the PIC has at least 300 hours as PIC or second in command in a turbopropeller airplane.

The PIC and other required flightcrew members have satisfactorily completed training on and are qualified in Category II or III instrument approach procedures prior to conducting operations under this exemption.

The flight crew must use appropriate instrument approach procedures for Category II or III.

The airplane and associated airborne systems are approved: (i) for Category III for the certificate holder or (ii) for Category II for the certificate holder using an approach coupler and an autoland system or HUD that provides flight guidance information to decision height.

The flight crew must use the approach coupler and autoland system or HUD for the instrument approach procedure and landing or until initiation of a missed approach.

The Effect of Our Decision

Our decision extends the termination date of Exemption No. 5549, as amended, to January 31, 2022, unless sooner superseded or rescinded.

Sincerely,

/s/

Rick Domingo

Executive Director, Flight Standards Service

Enclosure
Attachment 1

The relief provided by Exemption No. 55490 is limited to the certificate holders listed below:

Airlines for America
Alaska Airlines, Inc.
American Airlines, Inc. and/or US Airways, Inc.
Atlas Air, Inc.
Federal Express Corporation
Hawaiian Airlines, Inc.
JetBlue Airways Corporation
Southwest Airlines Co.
United Airlines, Inc.
United Parcel Service Co.

Additional Certificate Holders
ABX Air, Inc.
Air Transport International, Inc.
Delta Air Lines, Inc.
Frontier Airlines, Inc.
Kalitta Air, LLC
MN Airlines, LLC (DBA Sun Country Airlines)
Omni Air International
Polar Air Cargo, Inc.
Southern Air Inc.
Spirit Airlines, Inc.